

Notices to Consignees.

NETHERLANDS INDIA STREAM NAVIGATION COMPANY, LIMITED.
FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Bantam*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 26th instant will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, December 19, 1887. 2457.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Nanoc*, Capt. Gordon, will be despatched for the above Ports on WEDNESDAY, the 28th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.

Hongkong, December 24, 1887. 2503.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Port Victor*, Capt. C. Bird, Commander, will be despatched for the above Ports on or about the 2nd Proximo.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, December 24, 1887. 2499.

THE Company's Steamship *Wingsoo*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 26th instant will be subject to rent.

All Claims must be sent in or before the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, December 22, 1887. 2483.

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1730.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872. 496

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD, WEST,
Hongkong, December 2, 1887. 2349

QUEEN FIRE INSURANCE COMPANY.

Hongkong, July 15, 1887. 1340.

Intimations.

VOL. XVI.—NO. 2.
OF THE

CHINA REVIEW.

NOW READY.

WINTER TIME-TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCHES.

MORNING STAR

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 17th OCTOBER, 1887.

WEEK DAYS.—SUNDAYS.

Lesser Kow. Lower J.W. Leaves Kow. Leaves H.K.

6.00 A.M. 7.00 A.M. 8.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 9.00 " 10.15 "

9.40 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON

12.45 P.M. 1.00 " 12.30 P.M. 1.00 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

2.20 " 3.00 " 2.20 " 3.00 "

3.30 " 4.00 " 3.30 " 4.00 "

4.15 " 4.30 " 4.15 " 4.30 "

4.50 " 5.10 " 4.50 " 5.10 "

5.25 " 5.40 " 5.25 " 5.40 "

6.00 " 6.15 " 6.00 " 6.15 "

6.30 " 6.45 " 6.30 " 6.45 "

7.00 " 7.00 " 7.00 " 7.00 "

* There will be no Launch on Monday and Friday, on account of cooling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Asia Rose, Hawaiian brig, Captain J. Phillips.—Widler & Co.

Emile, Norwegian barque, Captain F. Torn, Steamer & Co.

May L. Cushing, American bark, Capt. P. P. Brown.—Putnam, Bell & Co.

Penobscot, American bark, Capt. O. G. Eston.—Adamson, Bell & Co.

Perseus, British barque, Capt. R. Mar.

Phœnix & Co.

Alster Siford, British barque, Capt.

We may note that the Amateur Dramatic Club have decided to give a representation of Sheridan's comedy 'The Rivals' in the second week of January. This play has never been given here before.

By kind permission of Captain von Schuckmann, Divine Service will be conducted to-morrow forenoon at 11 o'clock by Rev. F. Hartmann on board the steamer 'General Werdar.' A launch leaves Pedder's Wharf for the Kowloon Wharf where the 'General Werdar' is lying, at 10.30, and those who desire to attend the service may get across by this launch. In consequence of this service there will be no service to-morrow at the German Bethesda Chapel.

Mr Sercombe Smith is to understand, to be appointed Acting Police Magistrate, to take Mr Mitchell-Innes' place, who has obtained three months' leave of absence. As Mr Mitchell-Innes, on his return, may be appointed Acting Registrar General, if Mr Stewart Lockhart leaves for Home, Mr Sercombe Smith will doubtless occupy the position of Police Magistrate for the space of eighteen months. We do not say that this gentleman may not prove a useful Magistrate, but we cannot think of any special qualification he has for the post. We should fain have thought that the days when appointments were made, merely as a matter of convenience to the Government, had ceased. The experience we have had of such appointments in this Colony has been a dolorous one. But it seems otherwise, and we shall likely have to wait some time yet before the fittest man is chosen for a post on the basis of his merits. Mr Sercombe-Smith's services, we think, are most required and are likely to be of most use at the Registrar General's office. If he leaves and Mr Stewart Lockhart leaves, there is practically no one in the office upon whom we can rely for translation work. Mr Mitchell-Innes' knowledge of Chinese is not, we fear, so extensive as to make him fit to act as Registrar General, unaided by any other scholar. It was urged, when strong objections were taken to Mr Mitchell-Innes' appointment to the Magistracy, that he had studied the law for a short time. We do not know if even this can be said on behalf of Mr Smith. Certainly it does seem strange that a youth of his inexperience should be pitched into a position of great responsibility like that of a Police Magistrate. Mr Mitchell-Innes, even with his smattering of law and riper years, cut a rather poor figure on the bench for many months, and he was only gathering experience and becoming truly useful when he was 'shunted' into another post. The aim, we should have thought, of the Government in filling up this temporary appointment would have been to select a man who knew what the law and what the form of criminal procedure were, and not to select one who has had no practice in such work and will likely only become useful by the time he is required to vacate his seat on the bench, at the same time taking him from an office where his services are almost absolutely necessary. After such an outcry about the need of good interpreters and good translators it does seem strange to take one qualified in this line from a position where his knowledge is of great use, and to put him in a position where it is of only secondary use. A knowledge of Chinese by a Police Magistrate is certainly a desideratum, but it is of far less importance than a knowledge of the law and experience of Criminal Courts; and if, as it should be the aim of the Government to realise, good interpreters are obtained for the Police Court, a knowledge of the vernacular may be dispensed with without detracting much from the efficiency of the work done.

The execution of criminals sentenced to death in Japan was postponed for three days, in recognition of the death of Prince Shimada.

From a list published in the *Hirogo News*, we find that the residents qualified to vote for or be elected as members of the Municipal Council were: American, 11; Austro-Hungarian, 1; British, 48; Dutch, 5; French, 18; German, 32; and Portuguese, 9. The other treaty powers have no subjects or citizens at Kobe.

Tan Hu Pao says that the waters of the Hung-tze have greatly subsided, and that all fear of injury to the Yangtze and the Hwang-kiang region is now at an end for the winter. The northern parts of An Hwei, and especially Shou-kiang, are still under water. These same parts make the singular statement that part of the Yellow River current is flowing backwards from the breach west into Hsien and T'upan. The *Ho Pao* fears that it has been resolved to deepen the channel of the Ho, or Hsi Ho, at Ting-kiang Dyke near Tung-tai City, opposite to the important Chao-kiang sluice, which communicates with the Grand Canal. This will give a free course to the sea at the port of Wangkiang Kiang.

At a regular meeting of the Tuscan Lodge, Shanghai, Mr Jas. Baird was installed Wor. Master for the ensuing year. The ceremony was performed by Rev. Mr. J. I. Miller, D.G.M. of Northern China, assisted by the officers of the D.G. Lodge and in the presence of many distinguished brethren. The following are the newly invested office-bearers:—

Wor. Bro. T. F. Hough, J.P.M.
Bro. S. Moutre, S.W.
Bro. James H. Osborne, S.W.
Bro. D. O'Rourke, Treasurer.
Bro. D. E. Sasseen, Secretary.
Bro. E. T. Lee, D.C.
Bro. W. Gandy, S.D.
Bro. D. A. Gubbin, J.D.
Bro. K. P. Wickham, I.G.
Bro. W. W. Clifford, Steward.
Bro. W. Copas, S.C.
Bro. C. Marritt, Tyler.

At Mr. H. von Ma. Weymoun's—What next says the *Sewing-Machine News* (New York). We have had the musical sewing-machine the melody being stored in the boxcover. The invention flared up and quickly flickered out in this country, and was last heard of in the most musical of all lands, Germany, where it is to be hoped it will remain. Now we have musical fire engines! A music-box attachment is run with the engine pump. Above the roar of the conflagration and the cries of the affrighted populace, the strains of soul-stirring music arouse the courage of the fire-fighters and cheer them on in their dangerous duty, just as martial strains inspire soldiers to charge up to the very common mouth.

The *Argus* in a graphic description of the championship-boat race says that the race was the most satisfactory ever run in Australian waters; both men had pulled their hardest, and both were thoroughly fit, honest, and resolute. The *Argus* adds—'Sailing's much to Hobart, for without him we should have had no Beach, English and American sportsmen and visitors declared the course to be the finest in the world. Hobart blames himself for not exerting himself more in the first mile. Beach was lifted out into the launch greatly fatigued at the conclusion of the race, but Hobart pulled to his quarters, lifted the boat on his head, and carried it into the shed.' Interviewed after the race, Hobart acknowledged that he had been beaten by a bigger and better man, and the king of scullers. The racing time 10 min. 50 sec., is considered fast.

THE WRECK OF THE 'ULYSSES.' A passenger on board the *s.s. Palinurus* writing to a friend in Shanghai, of date November 8th, from Suez, says: I have arrived thus far on the way home, having had very fine weather, but rather a slow passage. The *s.s. Ulises* was wrecked about 11 weeks ago, about 140 miles from Suez, and we stayed by her for a week and tried to pull her off. 'We nearly pulled her to pieces; her bows and fore-mast are all that is above water now. The *Palinurus* is taking all hands on board. We are taking up three slaves that escaped from the Arabs. There was another lost. The Arabs came on board the *Ulises* during dinner hour and threw the slaves overboard, and saw ashore with him. Every small native boat has one or two slaves on board, but it is hard to prove this, for they say they are not slaves, but belong to the boat's crew.'

THE CHINESE RAILWAY CO.—The *Shi-pao* gives the accounts of this company, whose line of 90 miles runs from Kaiping to Yen-chwang:—

Accounts of the Chinese Railway Co., Capital Rs. 250,000, Distance 90.

4th to 5th months 1887, or (including the intercalary 4th month) 7 months.

	Int. 4th	5th	6th
Coal freight	3,146.23	2,872.79	3,178.02
Other	119,592	334,553	493,512
Freight	408.39	625.59	507.59
			597.20
Gross receipts	3,838,822	3,801,043	3,807,489
Profit	1,084,941	1,053,528	1,078,708

Total Profits Rs. 15,191.37

That the Cadet system has produced many valuable public servants in this Colony, but that this same system run to death is set to produce a series of mere caretakers on administration.

That it is morally because my love for Rome greater than my love for Caesar that I mention these little matters, and if Caesar is wise, he will take a hint when it is honestly given.

That a correspondent has addressed me, complaining that the public offices have been closed to-day, although the *Gazette* specified Christmas Evensong; but if the gentleman will but remember that 'Christmas Eve' is the name by which the 24th day of December is known, his astonishment at finding the public offices closed on the morning of that day will be lessened.

That, as 'Christmas comes, but once a year,' the holiday need not be grudged for official or merchant, although for that master but little holiday can be obtained where everything has to give way to mail steamers.

That, notwithstanding the almost unprecedented trepidation of business life here, we can all spare time to wish each other 'A Merry Christmas, and a happy and prosperous New Year.'

That some improvement has lately been observed in keeping the fairways of the Harbour clear, but that the Harbour authorities should exert themselves still more to teach the Chinese to respect the law.

That now the fairways are better marked than ever they were, they should be better preserved; but that Captains of ships keep complaining in forcible terms of the risks they have to run owing to the way that junks obstruct and block the Harbour.

That it is to be hoped Captain Thomsett has been able to assist in the settlement of the Gap Rock Light business, and that a start will soon be made in the construction of the Lighthouse.

That the nation which put up and maintained lights on Skerryvore and the Wolf Rock should be able to overcome all difficulties likely to arise with the Gap Rock, and it would probably pay to demonstrate this fact to the Chinese.

That the news you publish about the guns for the defences is welcome, though long deferred; and the public are also gratified to see the increasing interest taken by 'Our Boys' in shooting.

That John Peel's crack ponies have arrived, and that there is said to be at least one fellow among them that will astonish our knowing ones.

That the new Admiralty Dock will be open before the Tytan Aqueduct after all.

That Post Office procedure in the Straits Settlements has come to a queer kind of pass, and even in this Model Colony it is susceptible of considerable improvement.

That what the public complain of is that they are served with an arbitrary and peevish kind of sauce.

That it is a disgrace to the Imperial Chinese Government, as well as to the Foreign Treaty Powers, that such a thing as piracy dare to lift its head at the present time.

That the possible presence of this element of research among the medics in the only hospital of the Commission, and that the public may thereby gain something after all.

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At Mr. H. von Ma. Weymoun's—What next says the *Sewing-Machine News* (New York).

We have had the musical sewing-machine

the melody being stored in the boxcover.

The invention flared up and quickly flickered out in this country, and was last heard of in the most musical of all lands, Germany, where it is to be hoped it will remain.

Now we have musical fire engines!

A music-box attachment is run with the

engine pump.

Above the roar of the conflagration and

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the strains of soul-stirring music

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That it is to be hoped the Poet who delivered this to the *Sewing-Machine News* (New York), We have had the musical sewing-machine the melody being stored in the boxcover. The invention flared up and quickly flickered out in this country, and was last heard of in the most musical of all lands, Germany, where it is to be hoped it will remain. Now we have musical fire engines!

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That the difficulty will be to discover who, on this particular occasion, called for the 'dray drink,' and who is therefore responsible for the spirit there displayed. That I have heard the 'Whisky Johnny' production attributed to certain rollicking members of the sober and serious Commission now about to assemble itself; and, although I entreat you to give double

of the truth of this report, the whisper shows how the wind is like, to blow before that same-capped Commission sends in its report."

That in your notice of possible changes in the local Civil Service, you lately mentioned several movements that were likely to take place.

That one of the Deputy Registrars of the Supreme Court was then mentioned by you, as a most suitable officer to act as Police Magistrate, and that this gentleman had been recommended for the post.

That in some matters it seems our new Governor makes mistakes without sufficient excuse, and in the appointment of a junior cadet to the Magistracy, instead of the Deputy Registrar referred to, he has done injustice to himself and missed the essential qualities for such an appointment.

That it was the habit of the wisest Governor that ever ruled here, to give all heed to suggestions made to him, and never to treat them as if they were given with the offensive object of 'instructing' the Governor. That, as His Excellency himself says, Governors occasionally go upon faulty information, and consequently sometimes make mistakes; and it may be added that suggestions from the public or from officials concerned are not necessarily 'officious,' while impatience manifested over such advice is very bad form on the part of the Governor, even of a Crown Colony.

That the position of Fire Brigade Superintendent is becoming a warm one.

At the finish a foul was claimed by Mr. Foley's gig against Mr. Smith's cutter. During the race there was not enough wind for the heavier boat, the lighter craft having the race all to themselves.

THE 68th REGIMENT MUSKETRY COMPETITION.

ANNUAL DISTRIBUTION OF PRIZES.

The annual presentation of the prizes gained in the musketry competitions of the 68th Regiment took place this morning at the Cricket Ground. Previous to the ceremony the Regiment was drawn up in line to receive Major-General Cameron, who arrived, attended by his staff, about half-past eleven. The General, before coming to the Cricket Ground, inspected on the Parade Ground the recently-arrived reliefs, consisting of a draft for the Northamptonshire Regiment, as well as the 8th Company Royal Engineers and 7th Company 1st Brigade, Western Division, Royal Artillery.

Col. Anderson, addressing the Regiment after the arrival of Major-General Cameron, said—Major-General Cameron will present several prizes to the successful competitors in the late musketry competitions. His kindly consent to present these prizes shows the great interest he takes in this most important branch of military training.

This first prize on the list, this handsome Challenge Shield presented by Col. Bond, late of the 68th Regiment, points out to us that the welfare and the proficiency and good shooting of the battalion were ever in his thoughts. The seed sown in his time and in that of Col. Foster has taken deep root, and on this first annual presentation of the Shield we can see that the good shooting of the battalion during the last year, and even within the last few years, shows how rapidly musketry is developing year by year in the competition for this much-coveted trophy the company ties were most excitingly contested. In the final tie between A. and B. Companies the total points at the three ranges, namely, 200, 500 and 600 yards were even, but A. Company under the command of Captain Culison became the happy possessors of the shield, having scored the greatest number of points at 600 yards. Attached to this competition is an individual prize, a silver watch and chain, presented by Col. Foster, late of the 68th Regiment, and after that comes a host of the Regiment. The gift will long be recollective in the Regiment. Such a trophy is handed down, and treasured in the records of the men as it will be in Barrack stories of the days of Hongkong when Hongkong is four or five times its present size, and when Kowloon, where our ranges are now, and where we have spent many past afternoons, will have

an even longer history.

Col. Anderson then said—The last prize is presented to the Garrison by the Hongkong community, to be shot for in commemoration of Her Majesty's fifty years' reign.

The Hon. Sir G. Bell-Irving, Chairman of the Committee, has kindly consented to present this very handsome cup. Lance-corporal Bellamy of A. Company is the happy winner, for he having made a total of 89 points, in which he was followed by Colour-Sergeant Crowley of the 68th (47 points), and next by Sergeant Attoe of the Royal Engineers (37 points), and after that comes a host of the Regiment. The gift will long be recollective in the Regiment. Such a trophy is handed down, and treasured in the records of the men as it will be in Barrack stories of the days of Hongkong when Hongkong is four or five times its present size, and when Kowloon, where our ranges are now, and where we have spent many past afternoons, will have

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A FOOLISH WISH.

You have heard," said a youth to his sweetheart, who stood.
While he sat on a corn-sheaf, a daylight's decline—
"You have heard of the Danish boy's whale of wood;
I wish that the Danish boy's whale were false!"
"And what would you do with it? Tell me, she said,
While an arch smile played over her beautiful face.
"I would blow it, he answered, "and then my fair maid
Would fly to my side and would take her place."
"Is that all you wish for? Why may be yours
Without any magic?" the maid cried;
"A favor so slight one's good nature requires."
And she playfully crept out by his side.

"I could blow it again," said the youth, "and the charm
Would work so that even mortals' cheek
Would be able to keep from my neck your white arm."
She smiled and she laid her white arm round his neck.

"Yet once more I would blow, and the music divine
Would bring me a third time an exquisite bliss—
And would lay your fair cheek to this known one of
mine,
And your lips stealing past it would give me a kiss!"

The maiden laughed out in her innocent glee—
"What a fool of yourself with the white you'd
make!"
For only consider how silly 'twould be
To sit there and whistle for what you might take!"

TO-MORROW.

Bind up a wreath and give it me
Before this dull day closes.
Aint in the gardens till there be
The thornless well-as-roses.
Weave violets in and greenish bays,
Weave willow for my sorrow,
Stand flowers for this yesterday,
White lilies for to-morrow.
White lilies, for they tell of peace
Beyond the gates of even,
Where whispers of the soul's release
Seem mystic lists of heaven.
And yesterday—but that has gone,
And so I needs must bemoan
A hope of that waitin' down,
The promise of to-morrow.
Forvermore to-morrow lens
Bright visions of completeness:
True loves, and the steadfast friends
With full nose of sweethearts;
But back will all seem dire and gray,
And vaguely touched with sorrow;
I care not for your yesterday
If I may have to-morrow.
The past is past—I need indeed,
I weep not for its going.
It shant wind no more I need
Than west winds wildly blowing;
From onward, eye, and upward heart,
While I may plodden lowly,
For hope and I shall never part
While I can have to-morrow.
—Earnest McGaffey in the *Evening-News*.

DOWN A CREVASSÉ.

BY LUKE SHARPE.
"Now," said Dr. Bunts, "I'll tell you what we must have. We don't want a common guide." We want a guide with a story. When I reach a place I always look out for some fellow who has had an unusual experience. In such spots as this there must be dozens of men who have had thrilling experiences. Right here at the foot of Mount Blanc there must be men who—

"Yes, but look here," I interrupted, "you have to take the guides as they come. I understand there are about 240 guides in Chamonix, and that the traveler has no choice. They are engaged in rotation."

"True," answered the Doctor, "but there are exceptions to this rule. A lady going along, for instance, has her choice of guides. You can talk English only, and that at times not unmixed with slang, so you can choose a guide that talks what you call your language, and as for me I have the privilege of taking any guide I wish."

"Why you more than another?"

"Because I am a member of the Alpine Club."

The Doctor was a rather peculiar man. I imagine that if it had not been for a misfortune he would have become a noted physician. This misfortune was the death of an uncle, who left him a large fortune. Then the Doctor gave up practice, gave up his body to travel and his mind to mystical science, as he was pleased to call it. He expected to make some great discoveries in the way of mesmerism. Even while he traveled he was continually experimenting with anybody who would allow him to experiment on him. He said that the great discovery of the present century was electricity, and that the great discovery of the coming century would be the utilization of that mysterious force of which we get indications in mind reading and that sort of thing. Electricity, he said, was only faintly known at the beginning of the century, while now it is a household necessity.

He certainly did some wonderful things with people in the mesmeric trance. He would put a person to sleep and have him actually describe the interior of a house thousands of miles away, known only to one of the auditors. Once the sleeper vividly told how a murder had been done that he had never before heard. The Doctor expects that when he gives the results of his researches in his forthcoming book it will be impossible for any murderer to hide his crime.

When the Doctor and I went to the office of the guides to secure our men, the result of the Doctor's inquiries was that Hertzell was the very man we wanted. Hertzell some years before had had the most thrilling escape ever recorded in the Alps. He had fallen down a crevass in the great glacier of the Mor de Glace. He was alone at the time, but he found his broken alpenstock at the lip of the crevass, and down in the depths they heard the tooting of his horn. It took 300 feet of rope to bring him up, and ever since then he was a guide such sought for by those who had any voice in this selection of guides, and, besides his, the recital of his thrilling story had filled his purse on many an occasion.

So Hertzell took the Doctor and myself across the glacier that day. We left the steep path somewhat so that we might see the spot where he fell in and hear the story just where it happened. The crevass was a wide one, but it had been narrower at the time the guide slipped over. What made matters worse was that at the time the guide was alone. He had taken a party across the glacier and was returning by a short cut to Montanvert. He and his brother were to take a party up the glacier in the afternoon, and his brother, who was waiting for him at Montanvert, became alarmed at his absence. With another guide he started to meet him, and knowing the short cut that the guides generally took when alone, they followed it. Coming to a valley in the ice at the bottom of which was the narrow crevass, they saw on the other side a broken alpenstock stuck fast in an ice crevice that told the whole story. Heretofore had come down the incline as usual with his alpenstock to keep the descent from being too swift. The alpenstock caught in the crevass and snapped off. Hertzell fell and slid helplessly over the lip of the crevass. He went down feet first. He tried to stop himself by bracing his feet against the opposite side of the

MOTHER
SEIGEL'S
OPERATING PILLS,
FOR CONSTIPATION, SLUGGISH

LIVER, &c.

UNLIKE many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.

Seigel's Operating Pills are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy extant for the bane of our lives—constipation and sluggish liver.

These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of Seigel's Operating Pills will break up the cold and prevent the fever.

A coated tongue, with a brashish taste, is caused by foul matter in the stomach. A few doses of Seigel's Operating Pills will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Oftentimes disease, or partially decayed food, causes sickness, nausea and diarrhea. If the bowels are cleansed from this impurity with a dose of Seigel's Operating Pills, these disagreeable effects will vanish, and good health will result.

Seigel's Operating Pills prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pills, being sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

FOR SALE BY ALL CHEMISTS, DRUG-GISTS, AND MEDICINE VENDORS.

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Government Notification.

NO. 50.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,

FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG,
1833 Feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Oiling will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Oiling, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Bell over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be kept up until the vessel anchors. The Distance Signal will be kept flying for half an hour, and changed at each successive half hour, to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong, the Distance Signal will be hauled down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until the Mast Head.

7. River Steamers will not be signalled.

The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Bell, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Arm.

10. The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. TROWBRIDGE, R.N.,
Burrow Master, &c.

DAVID SASSOON, SONS & CO.
Hongkong, December 3, 1887.

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NAMES OF VILLAGES &c.,
IN OR NEAR HONGKONG
(Corrected Spelling.)

A-kung Ngan. San Tsain.
Ap-li Chau. Shai-wan.
Chung-shan Hom. Shai-tsai Po.
Chung Wan. Shai-ki Wan.
Fo-pang. Shek Tong.
Heung-kong Tsai. Shek-tong Tsui.
Hok-tsu. Sheung Wan.
Hok-tui Wan. So-kou Po.
Gold-in. Tai-lok Tsui.
Hok-in Kok. Tai-long Ha.
Hung-heung Lo. Tai-lung Kung.
Hung-hom. Tai-pang Mi.
Kai-lung Wan. Tai-ping Shan.
Kai-tsui Wan. Tai-shek Kok.
Kau-jung. Tai-tam.
Kau-pui Shok. Tai-tam Tsui.
Kung Chung. Tai-wan.
Kung Kok. Tai-wong Kung.
Lap-sap Wan. Tai-xung Chau.
Lai Mun. Tai-tsui Tsui.
Ma-tan Chung. Tai-tsui Tsui.
Ma-tan Kok. Tai-pai Tsai.
Ma-tan Tsai. Tai-ku Wan.
Ma-tan Wai. Tai-tsui Tsui.
Mong-kok. Tung-lo (Hospital).
Nong-ping. Tung-lo.
Nong-shan Chau. On Chau.
Pak-shui Wan. Wan-tsai.
Puk-fa Lan. Wong-ko Tsui.
Sai-wan Tsai. Wong-ma Kok.
Sai Ying-pun. Wong-nai Chung.
Yau-tai Tsui.

NOTES.—Documents should not be dated

of H. K. or of H. M. the Emperor of China, and is of

course inapplicable in a British Colony.

CHINA COAST METEOROLOGICAL

REGISTER.

DECEMBER 22.—AT 4 P.M.

Hongkong, November 28, 1887. 2320

Station. Temperature. Humidity. Wind. Weather. Barometer.

WEATHER. PRECIPITATION.

WIND. DIRECTION. FORCE. VELOCITY.

WATER. PRESSURE. RAINFALL.

DECEMBER 23.—AT 10 A.M.

Hongkong. 30.03 8 50 WNW 2 b — 0.18

Nagasaki. 30.03 — NW 4 b —

Shanghai. 30.27 47 70 WNW 4 b —

Amoy. 30.11 07 69 R 3 b —

Hongkong. 30.09 00 69 WSW 1 b —

Hainan. 30.06 74 90 SSW 3 b —

Bolinao. 29.9 80 80 S 2 b —

Manila. 29.89 84 69 SW 1 c —

DECEMBER 24.—AT 10 A.M.

W. P. Postock. 30.03 8 50 WNW 2 b —

Nagasaki. 30.24 — NW 4 b —

Shanghai. 30.34 37 81 NW 1 c —

Amoy. 30.11 07 69 R 3 b —

Hongkong. 30.24 61 83 SSW 1 c —

Hainan. 30.13 64 90 E 1 b —

Bolinao. 29.9 77 82 SW 2 b —

Manila. 30.02 70 76 W 1 b —

The barometer continues rising and gradients for N.E. winds are increasing g.
Cloudy, cool and rather damp weather prev.
val.

W. DOBBECK,
Government Astronomer.

Hongkong Observatory, December 23.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. Temperature, in the shade in degrees, Fahrenheit.

3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Weather, a blue sky, a detached cloud, drizzling rain, fog, gloomy, hail, lightning, a overcast, a passing shower, a squall, a rain, a snow, a thunder, a visibility, to wet.

7. Rain, in inches, tenths and hundredths.

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Hongkong, July 18, 1884. 1187

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APPLY TO

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Hongkong, December 10, 1887. 2408

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